


PUBLIC HEARING ROSSMOOR COMMENTS (PH-R)

PH-R1

PH-R2



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Naomi Blackmore</u>	
Organization: <u>Resident College Park East / Seal Beach</u>	
Address (Optional):	
Phone Number:	Email address:

Comments: Once the West County Connector is complete, will there be an additional Environmental Report to check the conditions after the opening of the additional lanes? I think they will, but where turn I have major concerns regarding health, safety, security, and sound with the increase in cars on the 405 – an increase of 1200-3500 cars/hour. What are the plans to ensure residents safety, security & health if the wall is replaced? I agree that the replacement tearing down of the way would be a travesty for those of us in the community.

(Space for comments continued on reverse)

I would select a no plan or alternative one. This project needs to also consider the economic +



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
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Name (First and Last): <u>Naomi Blackmore</u>	
Organization: <u>College Park East – Seal Beach</u>	
Address (Optional):	
Phone Number:	Email address:


Comments: How can we deal with the problem of too many cars? We need to think out of the box – plan for mass transit and get people commuting in better/alternative ways. We are our own worst enemy... and, perhaps the "quick buck" is slowing down the process. We need to take this opportunity to do something different – unfortunately we're doing the same old thing – Plan 1

(Space for comments continued on reverse)

PH-R3

PH-R4

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Name (First and Last): Naomi Blackmore
Organization: Resident College Park East/Seal Beach
Address (Optional): _____
Phone Number: _____ Email address: _____

Comments: I am also concerned about the
outlook of traffic that will develop
even further as more lanes are
added in Orange County but then
do not continue into Los Angeles County
the

I would select the no plan or
alternative 1

(Space for comments continued on reverse)

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Name (First and Last): Naomi Blackmore
Organization: Resident College Park East/Seal Beach
Address (Optional): _____
Phone Number: _____ Email address: _____


Comments: My concerns include the quality
of air, the noise, + the security of the
neighborhood along Almond Ave. This
is an area where students catch their
school bus, residents walk/ride bicycles,
and residents use their backyards and
open their windows. I am concerned about
my health particularly as I get older.
I would choose a "no plan" or alternative
one -

(Space for comments continued on reverse)

PH-R5

PH-R6



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Name (First and Last): <u>Ruth Boole</u>	
Organization: _____	
Address (Optional): <u>3550 Clover Circle, S.B. (By the Sound wall!)</u>	
Phone Number: <u>562-431-5253</u>	Email address: _____

Comments: The questions were not sufficiently dealt with. The community wants protection from the sound wall, security while it is rebuilt, no tolls, no transponders and above all integration with L A county

(Space for comments continued on reverse)



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Name (First and Last): <u>Chris Diaz</u>	
Organization: <u>Small Business Owner</u>	
Address (Optional): _____	
Phone Number: _____	Email address: <u>chris@diaz-youman.com</u>

Comments: Please Build Option 3 } ¹

(Space for comments continued on reverse)

PH-R7

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Name (First and Last): Fairbanks
Organization: Home owner
Address (Optional): 15302 Shasta Ln - Huntington Beach, CA
Phone Number: 714-877-1215 Email address: tsfbank@msn.com

Comments: Sound wall on the north bound side of
the 405 between Mc Fadden and the end of
the existing wall is 9 or 10 ft high. It needs
to be at least 14 ft high to block out trucks
Trucks are Legal @ 14 ft.

(Space for comments continued on reverse)

PH-R8

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Name (First and Last): John Foster
Organization: SPR PROJECT
Address (Optional):
Phone Number: Email address:

Comments: No Drill

(Space for comments continued on reverse)

PH-R9



I-405 Improvement Project

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Name (First and Last): <u>Barbara Thiermayer</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: _____	Email address: _____

Comments: After speaking with three project representatives I have received three different stories. This is such a poor way to get the facts to the people.
While I'm here to be informed I feel this meeting is all for nothing you will do whatever you decide.

(Space for comments continued on reverse)

PH-R10



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Name (First and Last): <u>Maurzen Greenwood-Hamilton</u>	
Organization: <u>Seal Beach / CPE Resident</u>	
Address (Optional): <u>4316 Fir Ave</u>	
Phone Number: <u>562-546-2850</u>	Email address: <u>Litmot@earthlink.net</u>

Comments: Although I understand the need to get more thru put on the existing freeway, I don't feel that Alternative 3 (toll road) is at all beneficial to Major groups of people. Look at how the 91 Hwy is still gridlocked and a very small portion of people have the benefit of using an extremely expensive toll road. Have you considered population projections in light of Californians moving out of a very expensive, overpopulated, and polluted state? That may impact their put in a positive way making the less intrusive option of 1 or 2 more palatable. Also, who runs your numbers? It's unrealistic to think that it takes me over 2 hours to get from SR73 to HBOS!! Doesn't happen in the worst of conditions.

(Space for comments continued on reverse)

PH-R10 Continued

We deserve to vote on this - we are impacted so much by current construction and more construction is simply not acceptable!!
 A Don't make this decision based on ^{data from} consultants, contractors or lobbyists who stand to make the most money from this project. Please be rational and consider the residents!!

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
 Ms. Smita Deshpande
 Branch Chief - Caltrans District 12
 "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
 Christina Byrne, Outreach Manager
 (714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PH-R11

I-405 Improvement Project
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Name (First and Last): Lisa Gutierrez
 Organization:
 Address (Optional): 3541 Clover Circle, Seal Beach
 Phone Number: (562) 2910-8241 Email address: ScgLe12@aol.com


Comments: I ~~strongly~~ strongly urge that the soundwall remain in its existing state. Moving the wall would make Almond Ave. too narrow and more dangerous. I do not want the freeway closer to my home. Pollution is too much as it is and don't want more. Noise is a huge factor. Don't want more noise.

(Space for comments continued on reverse)

PH-R12

PH-R13



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Name (First and Last): <u>Geoff Hau</u>	
Organization: _____	
Address (Optional): <u>STANFORD LANE, SB</u>	
Phone Number: <u>562-999-9283</u>	Email address: <u>geoff@christopherranch.com</u>

Comments: TOO LONG TO WRITE.
THESE MEETINGS SEEM LIKE A FORMALITY, & OUR
INPUT IS NEGLIGIBLE.
VOTE FOR NO BUILD.

(Space for comments continued on reverse)



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Name (First and Last): <u>Rich Hamilton</u>	
Organization: _____	
Address (Optional): <u>Fir Ave</u>	
Phone Number: <u>562-212-0759</u>	Email address: <u>richhamilton1@earthlink.net</u>


Comments: If this project goes forward, I select option 2
There is no need for option 3. Regarding the sound wall
along Almond Street in Seal Beach, build the
new one BEFORE removing the existing one.
Your time study for traveling from the 605 to
the 73 is not accurate. I drive this everyday.
It doesn't take 133 minutes. It is considerably
less. Please do not promote option 3. It is
not the way to go. Thanks for allowing me to
participate.

(Space for comments continued on reverse)

PH-R14

PH-R15

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Name (First and Last): Chris Ingalls
Organization: Resident
Address (Optional): 3052 Brimhall Dr., Los Alamitos, CA 90720
Phone Number: _____ Email address: c.ingalls@yahoo.com

Comments:

① Alternatives 1, 2, 3 are all the same general magnitude projects (\$1 billion+). The project team needs to bring back Alternative 4 which was dismissed in the Draft EIR. As a local resident and worker in Irvine I support Alternative 4, which should be the preferred Alternative. Thank you.
Chris Ingalls

(Space for comments continued on reverse)

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Name (First and Last): DENNIS JACK
Organization: _____
Address (Optional): 4388 BIRCHWOOD AVE
Phone Number: 562-430-1951 Email address: TERNDEN@YAHOO.COM


Comments: LEAVE OUR SOUND WALL AS IS! IF IT IS MOVED IN 10' COLLEGE PARK EAST IS A LOSS.

(Space for comments continued on reverse)

PH-R16

PH-R17



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Name (First and Last): <u>TIM JAMES</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: _____	Email address: _____

Comments: ALT 1 or 2
NOT ALT 3 } 1

(Space for comments continued on reverse)



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Name (First and Last): <u>RICHARD JOLLY</u>	
Organization: _____	
Address (Optional): <u>5052 LOYOLA AVE, WESTMINSTER</u>	
Phone Number: <u>714 891-0306</u>	Email address: <u>RE.JOLLY@VERIZON.NET</u>

Comments: AS A SENIOR CITIZEN WITH ONLY TWO FAMILY
MEMBERS WHY WOULD I WANT ALT 3 AND LOSE ALL
RIGHTS TO A CARPOOL HOV WHEN MY WIFE & I ARE
TRAVELING ON THE 405 FRWY. I DON'T NEED THE
ADDED EXPENSE OF A TRANSPONDER AND PAYING A TOLL.
IF BUND THREE NEEDS TO BE BETTER PLANNING ON THE REBUILD
OF THE BRIDGES. I HAVE LIVED THROUGH THE VALLEY
VUE CONSTRUCTION AND POOR TRAFFIC FLOW BECAUSE OF
TRAFFIC LIGHT CONTROL AND NO RIGHT TURN ONTO GARDEN GROVE } 1

(Space for comments continued on reverse)

PH-R17 Continued

BLVD ON NORTH BOUND VALLEY VIEW. } 2


Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smila Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

PH-R18

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Name (First and Last): *MIKE LEVITY*
Organization:
Address (Optional):
Phone Number: *562 596 1346* Email address: *Mike4gail@yahoo.com*


Comments: *DO NOT TRADE PRESENT HOV LANE for a toll lane. TOLL LANES NOW are \$10 but started out cheap. That will happen here as well.*

(Space for comments continued on reverse)

PH-R19

PH-R20



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Name (First and Last): <u>Fred Levy</u>	
Organization: <u></u>	
Address (Optional): <u>4197 Birchwood, Seal Beach</u>	
Phone Number: <u>562-431-6303</u>	Email address: <u></u>

Comments: No build – at the most #1 } 1

(Space for comments continued on reverse)



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Name (First and Last): <u>Sanford Levy</u>	
Organization: <u>Retired</u>	
Address (Optional): <u>4197 Birchwood Ave Seal Beach 90740</u>	
Phone Number: <u>562 431 6303</u>	Email address: <u>SL9000@YAHOO.COM</u>

Comments: Urge you to raise sound wall along Almond Ave. } 1

(Space for comments continued on reverse)

PH-R21

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Name (First and Last): Sentard Levy
 Organization: Retired
 Address (Optional): 1197 Birchwood Ave Seal Beach CA 90740
 Phone Number: 562 254-4141 431 6303 Email address: SML9000@YAHOO.COM

Comments: Prefer: Option 1 or Option 2
Elevated light rail down the freeway median
Strongly oppose Option 3
No build not a constructive option, just permits more
cars to idle & expel fumes

(Space for comments continued on reverse)

PH-R22

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Name (First and Last): NANCY NEW
 Organization:
 Address (Optional):
 Phone Number: 562-596-8138 Email address: ANEW146398@AOL.COM


Comments: Additional Caltrans lanes will
increase carbon dioxide already
over limits in area III
other existing problems include
1. noise
2. dust & dirt
3. pollution

(Space for comments continued on reverse)

PH-R23

PH-R24



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Name (First and Last): <u>JEAN ORLAND</u>	
Organization: _____	
Address (Optional): <u>4381 HAZELNUT AVE SEAL BEACH</u>	
Phone Number: _____	Email address: _____

Comments: I WANT ALTERNATIVE 2.

(Space for comments continued on reverse)



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Name (First and Last): <u>MIKE ORLAND</u>	
Organization: _____	
Address (Optional): <u>4381 HAZELNUT AVE SEAL BEACH</u>	
Phone Number: <u>562-493-8454</u>	Email address: <u>MIKESTEVEN@ROADRULIER.COM</u>


Comments: I WANT ALT. 2. GOOD PRESENTATION

(Space for comments continued on reverse)

PH-R25

PH-R26

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Name (First and Last): Barbara Parks
Organization: _____
Address (Optional): 4240 Birchwood Ave, Seal Beach
Phone Number: _____ Email address: You have mine. Thanks for the updates on the West Co. Connection Project

Comments: I prefer the No Build Alternative. I think less money should be spent on transportation similar to L.A. County with its light rail system. That's planning for future increases in population. I don't want any space taken away from Almond Ave. in Seal Beach.

(Space for comments continued on reverse)

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Name (First and Last): Jeff Pitman / Bruce Pitman
Organization: Homeowner
Address (Optional): 3570 Bluebell St., Seal Beach
Phone Number: 562-596-5423 Email address: 70pitman@earthlink.net


Comments: ① Sound wall for area between tennis club & (Apes) MUST be built for our safety & sanity & health
② already spent too much for too little with no coordination beyond county. \$16M??
③ NO BUILD

(Space for comments continued on reverse)

PH-R27

PH-R28



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Name (First and Last): <u>MERLIN THIMLAR</u>	
Organization: _____	
Address (Optional): <u>3561 CARNATION CIRCLE, SEAL BEACH</u>	
Phone Number: <u>562 598-2541</u>	Email address: <u>MAGICMAN3561@EARTHLINK.NET</u>

Comments: WHAT ARE PLANS TO ADD LANES
THROUGH LONG BEACH TO ACCEPT ALL
OF THE ADDITIONAL VEHICLES?
IF NO PLANS, THEN THIS CREATES
A SEVERE BOTTLENECK AT THE
NB 405, 605, 22 INTERCHANGE.

(Space for comments continued on reverse)



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Name (First and Last): <u>MERLIN THIMLAR</u>	
Organization: _____	
Address (Optional): <u>3561 CARNATION CIRCLE, SEAL BEACH</u>	
Phone Number: <u>562 598-2541</u>	Email address: <u>MAGICMAN3561@EARTHLINK.NET</u>


Comments: WHAT ADDITIONAL EFFORTS, IF ANY, ARE
BEING PLANNED TO MITIGATE SOUND LEVELS
IN COLLEGE PARK EAST? THE LEVELS
ALREADY EXCEED ACCEPTABLE "IMPACT"
LEVELS.

(Space for comments continued on reverse)

PH-R29

PH-R30

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Janette Vella
Organization: Resident
Address (Optional): 3521 Iris Circle Seal Beach
Phone Number: 562-972-0006 cell Email address: jv@fsslaw.com
562-799-1016 home

Comments: My initial feeling is no build but understand we're trying to
improve traffic situation. As a center house on Alameda our house would be
severely impacted w/ air pollution (we're both sick now) and property
devaluation. I vote no build but some choice would be #1.
An elevated center lane metro would work as well as on ground
level. Who is taking the brunt of devaluation is CPE homes!

(Space for comments continued on reverse)

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RAY VELLA
Organization: _____
Address (Optional): _____
Phone Number: 562 972-2281 Email address: RAY@RAYVELLA@CALTRANS.COM


Comments: SOUND WALL BEING TAKEN DOWN AND
LENGTH OF TIME THE SOUND WALL IS DOWN
BEFORE RECONSTRUCTION. PLEASE!
BEFORE REMOVING OLD WALLS
NEW WALL BEFORE REMOVING OLD WALLS!

(Space for comments continued on reverse)

PH-R31

PH-R32



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College
 ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>DORIS E. WAGNER</u>	
Organization: <u>3570 CARNATION CIRCLE</u>	
Address (Optional):	
Phone Number: <u>562-728-7246</u>	Email address: <u>doris@agn@aol.com</u>

Comments: had - the impact on environment, smell, noise & intrusion into our homes is unacceptable. The NO BUILD or ALT 1 = no impact is the only acceptable plan.

(Space for comments continued on reverse)



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>CYNTHIA WILLIAMS</u>	
Organization:	
Address (Optional): <u>3581 PRIMROSE CR., CPE</u>	
Phone Number: <u>562/618-1646</u>	Email address: <u>cynthiawilliams@gmail.com</u>


Comments: WE ARE PAYING THE INCREASED TAX TO HELP PAY FOR THIS & WE ARE LIVING WITH THE CONSTRUCTION (FOR YEARS!) DON'T TAKE AWAY OUR ABILITY TO USE WHAT WE'VE ALREADY PAID FOR & LIVED THRU TO NOT BE ABLE TO USE THE HOV LANE FROM 405N TO 605N BECAUSE OF A TOLL (ALTER 3) - I AM OPPOSED TO ALT. 3!

(Space for comments continued on reverse)

PH-R33

PH-R33 Continued

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☒ Thursday, June 7, 2012 – Hush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): _____
Organization: _____
Address (Optional): _____
Phone Number: _____ Email address: _____

Comments: *I am in favor of general purpose lane expansion ONLY. Therefore, alternative #1. If, you currently have the funding, then alternative #2. It appeared from one of your graphs, that additional funding for alternative #2 would be needed. If this is the case, then I vote NO to alternative #2. I am directly opposed to alternative #3. I am against express toll lanes!! I →*

(Space for comments continued on reverse)

Do not feel that I should have to pay to use the road after I've already paid taxes.

In summary, I could support alternative #1 as long as:

- ☐ *the project is already Fully-funded.*
- ☐ *There are only general purpose lanes – no tolls or charges.*

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

Responses may also be emailed to:
405.dedcomments.parcns@parsons.com

PH-R34

I-405 IMPROVEMENT PROJECT

PUBLIC HEARING

Public hearing taken at 3021 Blum Drive,
Rossmoor, California, commencing at 6:31 p.m.,
Thursday, June 7, 2012, before MICHELLE WADE,
Certified Shorthand Reporter No. 12861.

Reported by:
Michelle Wade
CSR No. 12861
Job No. 147155
Pages 1 - 57

Page 1

Veritext National Deposition & Litigation Services
866 299-5127

much.

(End of presentation.)

MR. WILLIAM SOULE: Bill. William Soule,
S-o-u-l-e. I've been in College Park -- it's -- you want
my address? 3551 Clover Circle, Seal Beach, which is
College Park. And we're near Almond Avenue where, you
know, there's a lot of discussions about moving the sound
wall, you know. And my opinion is that the sound wall is
close enough already and it shouldn't be moved.

And this section of the freeway is already large enough
in relation to all the rest of the freeway north of there
and in relation to the fact that there should be limits
on how much traffic is allowed to flow on the freeways
anyway, because you could just keep making the freeways
wider and wider and wider and all you get is more and
more pollution and more and more sound, more and more
space used up. More and more money used up. Everything.

Okay. If I had a choice of alternatives,
alternative 1 is my preference because that's the least
intrusive. And alternative 3 seems bad because of the
toll road idea. I'm totally against it. So -- and I
don't like alternative 2 because it's two lanes added
instead of one. Alternative 1 is better than alternative
2.

(TIME NOTED: 8:30 p.m.)

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Veritext National Deposition & Litigation Services
866 299-5127

1
2
3
4 I, the undersigned, a Certified Shorthand
5 Reporter of the State of California, do hereby certify:

6 That the foregoing proceedings were taken
7 before me at the time and place herein set forth; that a
8 verbatim record of the proceedings was made by me using
9 machine shorthand which was thereafter transcribed under
10 my direction; further, that the foregoing is an accurate
11 transcription thereof.

12 IN WITNESS WHEREOF, I have this date
13 subscribed my name.

14
15 Dated: 6/26/12
16

17 _____
MICHELLE WADE

18 CSR No. 12861
19
20
21
22
23
24
25

Page 57

Veritext National Deposition & Litigation Services
866 299-5127

RESPONSE TO PUBLIC HEARING ROSSMOOR COMMENTS (PH-R)

Response to Comment Letter PH-R1

Comment PH-R1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. There is currently no proposal to conduct additional environmental analysis of the WCC Project.

Comment PH-R1-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R2

Comment PH-R2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R3

Comment PH-R3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PH-R3-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R4**Comment PH-R4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response – Noise/Noise Analysis.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Response to Comment Letter PH-R5**Comment PH-R5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PH-R6

Comment PH-R6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R7

Comment PH-R7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

In this area, the existing soundwall would be demolished and rebuilt closer to the ROW to accommodate the new traffic lanes. Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. The traffic noise analysis of the replacement in-kind soundwall determined that raising the existing height past 8 ft would not provide an additional 5-dB noise reduction. Feasibility – providing 5 dB of traffic noise reduction – must be achieved for at least one frequent outdoor use area; consequently, the existing soundwall height of 8 ft would be used for the in-kind replacement soundwall. In addition, for Alternatives 1 and 3 new soundwalls with heights ranging from 10 to 14 ft are being recommended from Shasta Lane to past the I-405 bridge over the Union Pacific railroad tracks.

Response to Comment Letter PH-R8

Comment PH-R8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Identification Alternative.

Response to Comment Letter PH-R9**Comment PH-R9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R10**Comment PH-R10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling. We acknowledge the opposition to tolling.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

The travel time of approximately 2 hours to travel on I-405 between SR-73 and I-605 does not refer to the existing condition but is a forecast of conditions anticipated in year 2040, as shown in Table 3.1.6-7 of the Draft EIR/EIS.

Comment PH-R10-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R11

Comment PH-R11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R12

Comment PH-R12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R13

Comment PH-R13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-R13-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R13-3

The travel time of 133 minutes to travel on I-405 between SR-73 and I-605 does not refer to the existing condition but is a forecast of conditions anticipated in year 2040, as shown in Table 3.1.6-7 of the Draft EIR/EIS.

Comment PH-R13-4

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R14**Comment PH-R14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 4 would neither reduce congestion nor enhance operations along the entire project corridor, but it would provide benefits limited to the portion of the corridor south of Beach Boulevard. Alternative 4 would not improve trip reliability nor maximize throughput within the corridor because it would not address reliability and throughput problems along the entire corridor. As such, Alternative 4 has been eliminated from further consideration in this EIR/EIS. All elements of Alternative 4 are included in Alternatives 1, 2, and 3. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R15**Comment PH-R15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R16

Comment PH-R16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R17

Comment PH-R17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PH-R17-2

The current situation experienced was due to construction under the WCC Project. The I-405 Improvement Project, including the design phase, will work on effectively mitigating traffic impacts during construction.

Response to Comment Letter PH-R18

Comment PH-R18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-R19

Comment PH-R19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R20**Comment PH-R20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R21**Comment PH-R21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-R22**Comment PH-R22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response – Noise/Noise Analysis.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Response to Comment Letter PH-R23

Comment PH-R23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R24

Comment PH-R24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R25

Comment PH-R25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives with LRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PH-R26

Comment PH-R26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R26-2

Coordination occurs regularly between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach regarding projects that cross county lines. Please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PH-R26-3

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R27**Comment PH-R27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PH-R28**Comment PH-R28-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

College Park East already has an 18-ft-high soundwall, which is higher by 2 ft than Caltrans' recommended maximum height of 16 ft. Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. It would not be practical to increase the height of the existing 18-ft-high soundwall.

Response to Comment Letter PH-R29

Comment PH-R29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PH-R30

Comment PH-R30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R31

Comment PH-R31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R32**Comment PH-R32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-R33**Comment PH-R33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It is common for transportation projects to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must show a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. The additional increment of cost of Alternative 3 as compared to Alternative 1 would be bonded against anticipated toll revenue and not require any additional funding from taxes. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-R34**Comment PH-R34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R34-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to air quality, please see Common Response – Air Quality. With respect to noise please see Common Response – Noise/Noise Analysis.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor compared to the No Build Alternative; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PH-R34-3

Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

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